PACIFIC LINES

Southern Pacific Bulletin

JANUARY 1942



SP PEOPLE ARE NO. 1 WAR WORKERS

President Mercier Urges Close, Calm Teamwork; Be Alert, Don't Gossip, Save Vital Materials

At the start of the new year President A. T. Mercier addressed this message to all Southern Pacific men and women:

IN TAKING OVER the office of president of our Company, I realize fully the obligations involved, especially at this time. I am keenly aware, also, I must have the active cooperation of Southern Pacific people in all branches of the service—and I know I can depend upon that.

Our first duty is to our government in the war.

The railroads are America's No. 1 war and defense industry. The government depends on us to carry troops, equipment and supplies. Because our country is engaged in a two-ocean conflict railroad service now is doubly vital in providing the main channels of land transportation linking the two oceans. War factories depend on us to carry their raw materials, parts for assembly, and finished products. In this way the whole industrial war effort rests basically on the railroads, and thus far the railroads have done a job unexcelled by any industry.



President Mercier delivering his Christmas message December 24.

All of Us Can Help

Among the railroads, none is more strategically positioned than our own. Thus Southern Pacific people have an extraordinary responsibility.

I know the men and women of this railroad. I know they will do their part, and more.

I take this means of suggesting definitely some of the ways each of us may help:

1. Be safe, careful, thorough and alert in every action.

2. Don't give information that may help the enemy. Don't gossip with your fellows or outsiders about matters that may affect transportation of war materials or troop movements.

3. Keep your eyes and ears open; report any suspicious circumstances to your superior officer.

4. Get the most out of our equipment and urge shippers to cooperate.

5. Save metals and other materials.

6. Be patient, courteous and cooperate among yourselves and with our customers. Be especially considerate of men in military service. Help new fellow employes. Remember, many people may be excited or impatient. Keep your head and your temper; get the job done with good teamwork.

Our railroad has done much to prepare for the present crisis. Our new equipment purchase program for the three years 1940, 1941, and 1942 involves a total expenditure of more than $50,000,000 for new locomotives, freight and passenger cars. Additions may be expected as circumstances indicate and as the governing wartime priorities permit.

We have reduced the number of locomotives and cars out of service for repair to an all-time low. At the same time a great program of extension and improvement of terminal and line facilities has been under way for many months and is continuing—longer passing tracks, new rail and ballast, extension of central traffic control and signals, new roundhouses, etc.

Much of the improvement of our plant has been made possible by increased income from the record volume of business handled, though we received 26 per cent less per ton-mile on 1941 traffic than we did on the traffic of 1929.

We met great and unusual difficulties in 1941, and some of these, much to our regret, caused delays and inconveniences to our shippers and passengers, just as the difficulties encountered by other major industries caused inconvenience to their customers. But with the thorough-going cooperation of government officers and our regular shippers these difficulties were overcome, so that the delays and inconveniences were not widespread nor of long duration.

Confident of Result

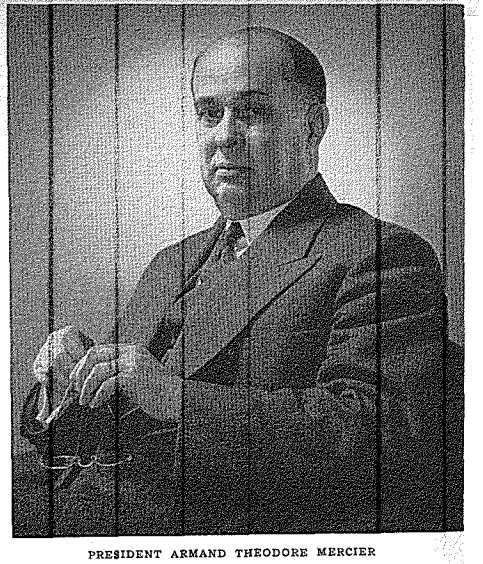
Our most critical task and our greatest opportunity are at hand. We have planned and are continuing to plan carefully for every eventuality. But no one can foresee all future emergencies, and this means we will have to meet unexpected situations resourcefully and with cool heads.

I have no doubt about the result. In equipment and facilities we have the best tools we have ever had to work with. There are no better railroaders than those of Southern Pacific. We are going to do the greatest job in our history—for our country, our people and our rights as free men. We are going to do it calmly, with intelligence and efficiency.

At the opening of the new year, I send you this message of appreciation and faith, with my very best personal wishes to you and yours.

GH

A. T. Mercier, New SP President, Began As Clerk, Transit Man



PRESIDENT ARMAND THEODORE MERCIER

ARMAND THEODORE MERCIER, who thirty-eight years ago entered Southern Pacific service as a transitman and clerk to a roadmaster at Los Angeles, on December 11 was elected president of the Company at a meeting of the board of directors in San Francisco. He was also named a director and a member of the executive committee. Mr. Mercier had been a vice president since 1938.

In his long service with Southern Pacific, he has had broad experience in all phases of the railroad's far-flung operations. As an engineer, he personally supervised the building of many of the railroad's important structures. As an operating man, he served both as division superintendent and as general manager of the operating department. In the executive and administrative field, he has headed a number of Southern Pacific subsidiary companies as well as working closely, as vice president, with the late President A. D. McDonald during the past three years.

Wide Acquaintanceship

Always interested in the people with whom he has worked, Mr. Mercier is credited with knowing as many of the thousands of employes of the railroad by name as any man in the Southern Pacific organization.

A native of New Orleans and son of the late Dr. C. S. Mercier, he was educated in New Orleans public schools, Rugby Academy and Tulane University, graduating in 1903 as a civil engineer.

He came west in 1904 to join the railroad as transitman and roadmaster's clerk, and has since devoted his entire career to Southern Pacific service. Shortly he became a gang foreman. In 1906 he was made an assistant engineer and actively participated in the huge project undertaken by the railroad at the request of President Theodore Roosevelt to save the Imperial Valley and city of Yuma from Colorado River flood damage.

Early in 1907 he was named general foreman and engineer of bridges and buildings, in charge of steel bridge construction, with headquarters in Los Angeles, and later the same year he was appointed engineer and general foreman in charge of terminal construction work at San Pedro and Los Angeles.

Division Officer

A year later he was assistant division engineer of the Los Angeles Division, in 1911 assistant district engineer of the southern district, in 1912 division engineer of the San Joaquin Division, and in 1913 division engineer of the Los Angeles Division. In 1917 he was appointed assistant superintendent of the Shasta Division, and a year later became superintendent of the Portland Division.

In 1921 Mr. Mercier was named general manager of the San Diego & Arizona Railway at San Diego, and in 1929 president and general manager of that company. Two years later he became vice president and general manager of the Pacific Electric Railway at Los Angeles, the largest interurban electric rail system in the world.

He returned to the parent Southern Pacific Company in 1933 as general manager, and in 1938 was elected vice president in the executive department.

Comment From the Press

Typical of the reaction of the press to Mr. Mercier's appointment to the presidency is the following excerpt from *Railway Age* magazine of December 13:

"The volume of traffic that the railroads will be called upon to carry, now that we are actively engaged in a 'shooting' war is, as yet, indeterminate, but one thing is certain—that with active warfare in the Pacific, the role of the Southern Pacific System will be a large one and its responsibilities will be great. Realizing this, it is especially significant that the Southern Pacific has chosen an operating man who knows how to 'keep the wheels rolling' to guide this vast transportation system. That will be Mr. Mercier's task and he is particularly well qualified for it by training and experience."

Says the *Reno Gazette:* "President Mercier knows his railroad from the roadbed up."

Inspiration for Youth

And from the *Bakersfield Californian:* "Many youths with the advantage of university education have expressed regret at the lack of opportunities in this land of ours despite the advantages of collegiate courses. They might well read the story of the life of Armand T. Mercier, who has just been elected president of the Southern Pacific Railroad. Opportunity and effort run hand in hand."

The *San Jose Mercury-Herald* observed that Mr. Mercier's "promotion to the chief office of one of the world's largest railroad systems comes after 38 years of distinguished service . . . and at a time when demands upon it require the utmost talent."

"Because he started his railroading career in this city 37 years ago," says the *Los Angeles Times,* "Armand T. Mercier will be in the eyes of many Angelenos one of those 'local boys who made good.' As directing head of a system of 16,000 miles with more than 70,000 employes, Mr. Mercier will have an important part in the nation's war efforts. He has the best wishes of this community as he takes over his great responsibility."



VICE PRESIDENT D. J. RUSSELL

RUSSELL AND ANDRUS ARE PROMOTED IN EXECUTIVE DEPARTMENT

RECENT appointments in the Executive Department at San Francisco advanced D. J. Russell from the position of assistant to president to that of vice president, effective December 18, and V. S. Andrus from manager, Bureau of Transportation Research, to assistant to president, effective Jan. 1.

Mr. Russell, who had held his recent position since July 1 last year, began his railroad career with Southern Pacific in 1920 after completing his schooling at Stanford University. He started as assistant foreman of a maintenance of way gang on the Sacramento Division during the period when much double-tracking and reconstruction work was under way. Advancement came rapidly for him through the Engineering and Operating Departments. In 1927 he became roadmaster on Portland Division and assistant trainmaster there in 1928. Promotion to trainmaster followed in 1929 and to assistant superintendent in 1934. Three years later he came to San Francisco as assistant to the general manager, a position he held until named superintendent of Los Angeles Div. in July, 1939.



V. S. Andrus

Mr. Andrus has been manager of the Bureau of Transportation Research since 1932. He started with Southern Pacific in 1908 as station agent on Shasta Division. After serving as brakeman for two years out of Dunsmuir he was assigned to special Operating Department duties, and then became a transportation inspector. In 1916 he was appointed assistant trainmaster on Western Division, and two years later was named trainmaster on Salt Lake Division. Following his assignment in 1920 to special operating work with the title of assistant superintendent of transportation, he specialized in operating analyses and railroad statistical studies. In line with this work he was named assistant to the general manager in 1925, and seven years later took his recent position.

Former SP'ers in Thick of Battles

ONE railroader, Lieutenant William Grover Sylvester, former locomotive fireman at Bakersfield, is known to have lost his life and several other SP'ers have seen action—lots of it—in the war now raging in the Pacific.

Lieutenant Sylvester, probably the first SP employe serving with U. S. forces to lose his life in World War II, was killed when Jap bombers treacherously attacked Pearl Harbor and the Hawaiian area the morning of December 7. Sylvester was a member of the Army Reserve Officers Corps when on July 23, 1940, he said goodbye to Bakersfield friends and reported to Fort Monroe, Virginia, for instruction in anti-aircraft artillery. After completing the course he was an instructor at Fort Rosecrans, San Diego, for a short time before being transferred first to Fort Kamehameha and then to Fort Weaver, Hawaii.

Other deaths among former SP employes have been rumored, but to date the *Bulletin* has been unable to confirm the reports. Ramon Garcia, who was a section laborer on Rio Grande Division, and son of veteran employe Eulalio Garcia of Deming, New Mexico, was officially reported killed in action in the Philippines, but later was declared safe.

A fighting railroader who has already been rewarded with a distinguished service cross for extraordinary bravery, is Lieutenant Carl Parker Gies, formerly a draftsman at Dunsmuir.



Lieut. Sylvester

News report stated that Lieutenant Gies on December 10 was gaining altitude for patrol over another field, accompanied by one other pilot, when he received a radio report that his own field was being strafed. "Although he realized he was greatly outnumbered," the citation said, "and with complete disregard for the great personal risk involved, this pilot (Gies) dove through overcast sky into the midst of more than twenty hostile craft and downed one enemy airplane. Upon rejoining his companion airplane, they were immediately attacked by three enemy fighters. Gies' furious attack sent one raider crashing and dispersed the two remaining enemy airplanes. His skill and determination enabled Gies to fly his badly damaged plane back."

News is anxiously awaited from other SP men known to be in the battle zones.

Operating Results for Eleven Months of the Year

FOR the eleven months ended November 30, Railway Operating Revenues of Southern Pacific Transportation System amounted to $270,022,343, or $59,574,472 more than the revenues for the same period of 1940; a 28 per cent increase.

During the same period Railway Operating Expenses were $182,168,028, or $27,878,9[illegible] more than the expenses for the same period of last year; an 18 per cent increase.

Federal retirement and unemployment insurance taxes amounted to $7,138,776 and other railway taxes $12,365,483; a total of $19,504,259. After deducting these taxes and $13,641,754 of net rentals for use of equipment and joint facilities, there was left Net Railway Operating Income of $54,708,302, or $26,650,456 more than the net railway operating income for the eleven months of 1940.



Night shift of Disbursements Office, part of large force handling the vast detail in compiling retroactive pay adjustments.

Retroactive Pay Checks Are Being Rushed By Big Staff

THE basic rates of pay of many groups of railroad employes have been increased effective December 1, 1941, with retroactive increase for the period September 1, 1941, to November 30, 1941.

Approximately 60,000 employes of Southern Pacific Company - Pacific Lines will receive back pay for services rendered during September, October and Novembe-, 1941. Separate pay checks will be issued for each of these months. Approximately 180,000 individual pay checks will thus be issued to our employes.

Due to the large number of employes affected and various different bases of compensation involved, the computation of amounts due, compilation of the payrolls, and preparation of back pay checks for each of the months of September, October and November, 1941, involves an exceptionally large volume of work.

To accomplish the issuance of checks at the earliest date practicable, however, special large day and night forces were organized and the work was commenced early in December. These special forces are comprised of clerks, calculator machine operators and typists, numbering in all well over 100 people. A section of this large staff is shown in the picture on this page.

Separate delivery will be made of back pay checks for each of the months September, October and November, 1941. It is expected that deliveries will be made at intervals during the period January 15 to February 20, 1942, exact delivery dates not being determinable when the *Bulletin* went to press.

As revised basic pay rates effective December 1, 1941, were not all available until the middle of the month, it was not possible to place them in effect with the December first period payrolls. Accordingly, arrangements were made to include adjustment for the first period on the regular December, 1941, second period pay checks.



Auditor of Disbursements J. A. Quinn (standing) and A. J. Ryan, supervisor of Central Timekeeping Bureau, who direct hurry-up job of computing retroactive pay.

DON'T WASTE ANYTHING

WAR TIMES must be savings times. Just as we must save to share the financial burden of our country at war, so, too, must we make every effort to save in the operation of our railroad. This is a job in which every railroader can and should help, no matter what type of railroad work he does. Elimination of waste in the use of all railroad equipment, from locomotives to lead pencils—always advisable—is now the stern duty of every "rail." Every ounce of steam conserved, every piece of stationery saved, adds just that much force to the national effort against the enemy. Think it over—and SAVE.



Keep It **DARK!**

If you've news of our munitions
KEEP IT DARK;
Ships or 'planes or troop positions
KEEP IT DARK;
Lives are lost through conversation.
Here's a tip for the duration
When you've private information,
KEEP IT DARK!

Here's a Mighty Timely Suggestion for That Extra Pay Check

BEFORE you decide what you're going to do with all that retroactive pay soon to be distributed—75 million dollars to American railroaders—lend an ear to the suggestion of a government official, Henry Morgenthau, Jr., Secretary of the Treasury.

Mr. Morgenthau points out in letters to J. G. Luhreson, executive secretary of the Railway Labor Executives Association, and A. F. Whitney, president of the Brotherhood of Railroad Trainmen, according to news dispatches, that it's going to cost money, BIG MONEY, to run a war these days. Therefore, he urgently requests that railroaders everywhere turn their added pay, or at least a good part of it, into Defense Savings Bonds. He also urges that every railroad worker take part in the systematic savings plan offered by voluntary payroll deductions as the easiest way of giving continuous support to the war effort.

It adds up to this: You're going to get some extra money in lump sums, most of which you should save. Your country needs your financial help, must have it to carry on the war effectively. By placing your increased pay in Defense Savings Bonds you're backing the surest winner in the world and performing a patriotic service.

All Mr. Morgenthau or anyone else can do is to point out the need, and ask your support. The rest is up to you! Plan to *DO* something about it!

Defense Via SP: SP'ers in Klamath Falls have organized an SP Employes' Civilian Defense Unit. This organization is entirely independent of the city defense unit but will work in close cooperation with it. A. F. Condrey is acting as coordinator of the group and the following serve as divisional chairmen: H. A. Sprague, A. C. Smith, E. F. Blankenship, W. A. Roberts, H. E. Bispham, W. F. Brown, J. A. Burke, Dr. E. D. Johnson, B. F. Brown, Jess Smith, Ralph Reid, Harvey Teal, P. W. Jones, E. A. Bechtel.



Any Defense Bonds Today?

SP Club in Los Angeles Stages Big Down-Town Patriotic Rally

FOR one hour and a half—from noon to one-thirty—on December 16, employes of the Southern Pacific took over the Defense House in Pershing Square, Los Angeles, and presented a fast-moving program to appreciative thousands. There were the SP Club Band specialists, there were singers, there were dancers; there were speakers, radio personalities, and company officials . . . and the theme song of every speech, song, and act was: ***Buy Defense Bonds.***

Various industries have been sponsoring these programs for some weeks, but the talent and vitality that sparkled through this railroad show ranked it among the outstanding productions seen in Pershing Square. At least so said Deputy City Mayor Frank Peterson, who declared the program demonstrated the high morale of railroad people and set a high example for those in other industries. Also, Howard D. Mills, state administrator on the Defense Saving Staff of the Treasury Department, wrote his appreciation.

Proof of the pudding lies in its taste, and proof of a Bond Sales program lies in the sales produced. The several thousand dollars worth of bonds subscribed for and purchased during this brief noon interlude gives ample proof of the program's success, so let's say a few words about the workers behind that success.

George Brown, chief clerk of the L. A. Duplicating Bureau and capable master of ceremonies during half of the program, got the event off with railroad timeliness and a few words of greeting before the SP prize-winning band under the direction of Chas. Witt played the national favorite, "Any Bonds Today?" Brown then spoke briefly on the purpose of the program, emphasized the importance of bond buying, and spoke of the herculean task now handled by the railroads.

All of which led to the band booming out "Stars and Stripes Forever". This musical interlude was brightened by vocal solos by Telephone Operator Dorothy Kennedy and Lee Huffacher of the stores department. Huffacher was accompanied by his wife. Following them were clerks Louie and Pete Coroni, wizards of the accordion and saxophone; vocalists Ignacio Gonzales and Fernando Cisneros and a majorette routine by Mrs. Vyonne Livingston Bush and Miss Betty Thorson.

Professional as was the calibre of all this entertainment, a little five-year-old girl, Merilyn Nichols, daughter of Switchman Bob Nichols, then stepped out and stopped the show with her rendition of Lincoln's Gettysburg Address. Art Baker, prominent radio announcer, was so impressed with her talent and the enthusiastic response of the audience, that he arranged for her to appear on his program over Station KFI later in the afternoon. Said Art of Merilyn's recital: "I was never so stirred as when listening to this little lady today"—and Art has heard practically everyone but Lincoln give the talk. One kindly member of the audience came to the stage and pressed fifty cents into Merilyn's hand when she finished. It was keenly typical of the events of the day that little Merilyn immediately trotted to the Defense Stamp window to invest her new found wealth.

Art Baker handled the microphone for the second part of the program, being introduced by Geo. B. Hanson, GPA in L. A. Baker interviewed Conductor Jim Higley, Teletypist Eleanor Jakes, Yardman John Harrison, Machinist Frank Anderson, Stewardess-Nurse Mary Hanlon as to their thoughts on the sale of Defense Stamps and Bonds.

The entertainment was interspersed with appeals to the large crowd by Timothy Lynch of the U. S. Treasury Department urging them to buy stamps and bonds. The response was gratifying. Two SP employes (see next column) signed up for the limit purchase of $3,000, and among the many who thronged to the sales table was a man who presented a certified check for $1,000.

With the singing of the "Star-Spangled Banner," a memorable SP program closed.

Here's the picture story of how the SP Club of LA pushed the sale of defense bonds and stamps by presenting a spirit-stirring show in Pershing Square, Dec. 16: (1) GPA Geo. B. Hanson and Vocalist Dorothy Kennedy lead the audience in the national anthem. (2) LA Club Band march through LA to open the program. (3) Geo. T. Brown, master of ceremonies. (4) Conductor Jim Higley is interviewed by Art Baker, radio announcer. (5) Recently injured Engine Foreman Ralph Snyder tells why he is continuing to buy Defense Bonds. (6) E. J. Scott, of the Land and Lease Dept., tells of buying bonds. Eleanor Jakes, club secy., (7); Yardman John Harrison, (8); and Stewardess Mary Hanlon, (9), pictured before the microphone as Art Baker interviews them on subject of defense bond purchase. (10) Lee Huffacher, baritone from the Stores Dept., was encored several times. (11) Majorettes Vyonne Livingston Bush and Betty Thorson performed with the band and did solo dances during program. SP Club President B. L. Cook (12); Treasurer Chas. Lewis (13); VP M. E. Carr (14). SP entertainers; (15) Louie and Pete Coroni, (16) Merilyn Nichols, (17) Ignacio Gonzales, Fernando Cisneros. (18) Portion of crowd listening to band as it opens defense program.

PATRIOTIC POOL

We're not going on record in favor of raffles, but one held recently in a Portland office had a patriotic appeal about it that was hard to resist. Seventy-five railroaders pooled twenty-five cents each, bought a defense bond and drew the name of the winner from a hat. The same idea struck Oakland City Ticket Agent J. A. Cullen, who suggests that it could be adopted all over the system. The Sacramento SP Club has adopted it to the extent that merchandise usually awarded at monthly drawings has been replaced by defense bonds. Through the General Office, many departments are stimulating the sale of bonds through pools.

SP Club of SF Buys a $1,000 Bond



"Here's a Thousand, Sam," says SP Club President Phil Young as he hands over a check for that amount to J. M. McCarthy, manager of Seaboard Branch of Anglo-California, while Geo. Frey, club treasurer, looks on. "And there's more where that came from," added the SP SP'ers, backing America's war effort 100%.

Remember Pearl Harbor is the rallying cry that has struck home with SP'ers everywhere, and one evidence of that surge of patriotic fervor is in the skyrocketing of applications for payroll deductions to buy Defense Bonds. That increase amounted to 2617 per cent during the last half of December, and reports from the Auditor of Disbursements show that almost one-third of the applications registered since July 1 came in during the final three-week period.

Red Cross: As we go to press E. C. Nevins, president of Lodge 890, BRC, and SP Club President Phil Young announce the opening of a General Office employe campaign in support of the Red Cross Drive. Their announced goal: half a day's pay from every General Office railroader for this worthy American cause.

Heavy Bond Buyers



Meet two foremen of the LA General Shops—John A. Winford, welder foreman (right) and W. D. Zietz, foreman boiler shops, who caused no little stir during SP's Defense Bond Program by each signing for $3,000 worth of January, 1942, issue of Defense Bonds—the limit sold to any one person. Both Winford and Zietz had invested heavily in the first issue, Zietz purchasing the full limit of $3,000 worth.

IT'S EASY FOR SP'ERS

Painless payment for Defense Bonds is made possible for SP employes through the payroll deduction plan set up by the management. Employes wishing to take advantage of this convenient plan need only ask the supervisor of their immediate offices for a Payroll Allotment Authorization Form. Filling in this simple form gives all information necessary to begin the bond purchase. When the form is returned to the supervisor he immediately passes it on to the special bureau set up in the accounting department and deductions are made in the amount specified from the next first-period payroll. That's easy, isn't it?



Chief Dispatcher Jim Day (packages in hand) with group that honored him December 29 on anniversary of his 50th year with SP.

Half-Century Service Brings Tribute to Jim Day, Veteran Chief Dispatcher

FIFTY years from the day he started work for the SP as a messenger boy at Colton, James A. Day was on December 29 honored in the office of Superintendent H. R. Gernreich at Los Angeles with a tribute befitting the outstanding service that extended over half a century.

Hundreds of SP'ers and friends outside the railroad would have liked to join with the group pictured above in extending their personal good wishes to Jim Day, for the veteran chief dispatcher of Los Angeles Division is the kind of fellow who inspires admiration and respect through the efficiency with which he handles his job and the consideration with which he meets his fellow man.

Into Superintendent Gernreich's office had slipped several of Mr. Day's staff to join traffic representatives in surprising the veteran when he was called to the "boss'" office, and to present him with gifts as tokens of their esteem. "You have worked hard through the years, under many trying circumstances and in a most excellent manner," Mr. Gernreich declared. "That you still are performing excellent work is shown by your direction of the recent record movement of traffic over the division to complete success, through your initiative and with the wonderful support of your staff."

Mr. Day has been chief train dispatcher of his division for twenty-three years, and had planned to retire after passing the half century mark of service. His long experience, however, is now much needed in the emergency of moving the present volume of war traffic, so most likely he will stay right on the job "for the duration."

In the picture above are, left to right: Dispatchers F. A. Flanagan, R. W. Wilson, A. F. Clack, Gen'l Passenger Agent George B. Hanson, Chief Dispatcher's Clerk W. L. Norton, Mr. Day, Sup't Gernreich, Ass't Sup't B. W. Mitchell, Dispatcher B. H. Nixon and Gen'l Freight Agent V. F. Frizzell.

FOURTH ARMY COMMANDER IS PLEASED WITH SOUTHERN PACIFIC SERVICE

That Southern Pacific and its people have swung efficiently into the job of serving Uncle Sam in the movement of troops and materials is evidenced in the following letter received December 19 by President A. T. Mercier from Lieut. General J. L. DeWitt, commanding general of the Fourth Army, Presidio of San Francisco:

My Dear Mr. Mercier:

I desire to express appreciation for the splendid service and cooperation extended by you and your organization in connection with military rail movements during the current emergency. The movement during this period constitutes one of the largest in the military history of this country.

I am informed by members of my staff that they have enjoyed the utmost cooperation from members of your organization in effecting coordination of these movements. I feel certain that my personal gratification at this condition is shared mutually by you.

Again thanking you for your unstinted efforts in this, as well as in past situations, I remain,

Sincerely Yours,

(Signed) J. L. DE WITT.
Lieutenant General, U. S. Army.

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In expressing his appreciation, President Mercier replied to General DeWitt, in part, as follows:

"Southern Pacific officers and employes in all branches of the service connected in any way with such movements are striving to the utmost of their ability to render a service which will fully and adequately meet the requirements of the Army, and it is gratifying indeed to hear from you personally that the job is being done to your satisfaction. On our part we are receiving cooperation in full measure from your officers which has been of tremendous aid and value to our organization in meeting the situation."

THE ARMY COMES FIRST

"With confidence in the armed forces—with the unbounding determination of our people—we will gain the inevitable triumph—so help us God."—President Roosevelt in his message to Congress, Dec. 8.

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The following message has been distributed to the railroad's freight and passenger customers:

To Our Patrons:

IN the present emergency, the railroads, as one of America's fundamental defense agencies, have a vital job to do.

This is particularly true of Southern Pacific, because of our strategic network of lines in the Pacific Coast area.

Movements over our lines of the armed forces of the United States and of war materials may cause some interference with normal freight and passenger operations.

When this occurs, we know you will understand that efficient transportation for our military forces and vital industries is imperative and that any delays or inconvenience will be cheerfully and patriotically accepted.

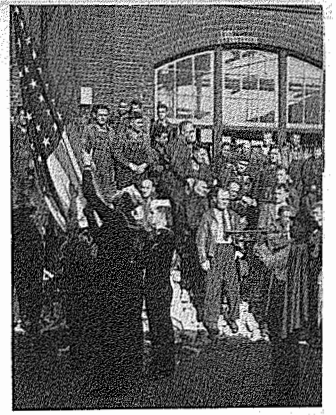
A. T. MERCIER,
President,
Southern Pacific Company

Flag Is Raised Over Bakersfield SP Yard in Big Civic Event

A NEW American flag flies over the Bakersfield Shops and Roundhouse. It's big and it's richly woven, this flag bought by the roundhouse and shopmen themselves, and the ceremony of its first raising on December 17 was an event of particular solemnity in view of United States' entry into the war.

The flag raising program, arranged by Master Mechanic F. E. Malloy, found railroad officers and employes, military and naval officers and men, and city and state officials standing at attention in a dramatic hush while the flag was raised by service men and the "Star-Spangled Banner" was played by the Washington Junior High School Band. Following the flag ceremony, F. S. Boden of the Motive Power Department acted as master of ceremonies, introducing Supt. M. L. Jennings, Malloy and a number of city and state political and military officers.

Over four hundred roundhouse and shop men attended the hour-long program and gave serious attention to the remarks made. Jennings and Malloy both stressed the determination of all railroaders that the facilities and service of the Southern Pacific Railroad would be used unreservedly for the national good and the victorious termination of the world war in which we are engaged. Speakers representing military and political bodies were unanimous in their praise of railroad performance and railroad morale in meeting wartime demands.



The band broke into the "Star-Spangled Banner," the crowd stood, as these service men raised the new flag to top of the Bakersfield roundhouse.



SP'ers who appeared on the Bakersfield flag-raising program: L-R: Master Mechanic F. E. Malloy, Fred S. Boden, Supt. Merle L. Jennings.

FACTS ABOUT TAX

RAILROADERS: Very soon now, Uncle Sam will be tapping you on the shoulder to present a tax bill that is one of the largest in our history. As you know, Uncle Sam is not taking "no" from any one regarding this particular request, so the sooner you find out just what your particular tax is, and make arrangements for paying it, the better off you will be.

For your convenience in estimating just what your 1941 taxes will be, Secretary of the Treasury H. Morgenthau, Jr., has issued a small pamphlet entitled "Know Your Taxes," which gives five tables of tax computation according to annual income. As it will prove a valuable aid in estimating your tax expense, every wage earner is urged to review this pamphlet. Copies may be obtained from the Federal Reserve Bank in your district or direct from the Treasury Department in Washington, D. C.

And to further simplify the computation of your tax, the U. S. Treasury has issued a recent pamphlet entitled "How to File Your Income Tax" that does everything but write out the tax blank for small taxpayers (gross income under $3,000). This booklet will be found most useful and may also be obtained from the Treasury Dept.

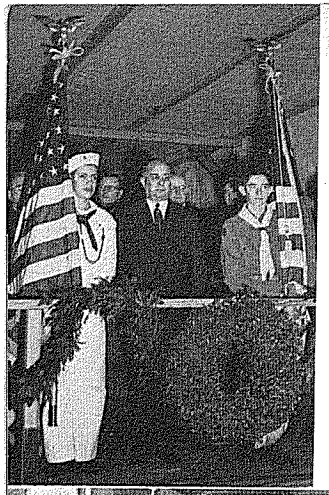


On the Speakers' platform (above): Back Row L-R: City Manager C. Peavey, Councilman G. Vercammon, State Fire Chief H. P. Bowhay, County Treasurer F. Wilkerson, Coroner N. C. Houze, Tax Collector P. Brite, Clerk R. J. Veon, Supervisor R. Lavin, Chief of Police R. B. Powers, County Sheriff J. E. Loustalot. Center row: F. E. Malloy, Supt. M. L. Jennings, City Fire Chief P. C. Pifer, Lieut. J. N. Blank, Assessor T. F. Burke, Chairman F. S. Boden, Judge W. L. Bradshaw. In front row stands color guard from Army and Navy.

A portion of the crowd is pictured standing at attention near the SP roundhouse at Bakersfield while new flag is raised by service men.



Tense But Gay Was This Year's



President Mercier flanked with flags presented by General Office Lodge, BofRC, and escorted by Sea Scout Bruce Roudabush (left) and Scout Norman Quairick at General Office Christmas program, Dec. 24.

TWENTY-FOUR years have passed since the American railroads celebrated a Christmas with the nation at war. Possibly no other twenty-four years in all history have been so packed with drama, so fused with dynamite. Nations rose and fell. So did the stock market. Paperhangers became national dictators, kings became puppets. The Dempseys, Tildens, and Ruths gave way to Louis, the Budges, the Di Maggios. All this in the course of those twenty-four years; that brief, breath-taking race from war to war.

But one thing remained unchanged; Christmas and the spirit of Christmas. You will find that spirit in the accompanying pictures that show railroaders enjoying it and creating it in all parts of the Southern Pacific System. These folks celebrating around their Christmas trees are busy people, possibly as hard working people, day in and day out, as are to be found in this country, and increasingly busy today as they shoulder their full share of the national war effort. And they know the grimness of war. They live amidst the realities of its alarms and blackouts. But Christmas time has never been grim, nor was it grim on the Southern Pacific in the war year of 1941.

True enough, the pressure of business and sometimes the lack of space prevented some offices from having trees or individual parties. But neither the tree nor the party are the essential element of the Christmas spirit, although we must admit they do their bit towards kindling it. No, the thing that makes





1. General Office: Operating Department's Christmas observance was typical of the many held Dec. 24, with good fellowship and refreshments the theme. Attending this party, staged by Bill Toso and his aides, were several of the Company's top officers.

2. Brooklyn, Ore.: St. Nick, in the person of Master Mechanic F. A. Schilling, paid his annual visit to the Motive Power office and left a variety of mysterious and amusing packages, distributed during the program Mable Stewart and Joe Warnock arranged.

3. El Paso: SP Clubbers were hosts to all "rails" in that city's General Office at a party that included refreshments and entertainment arranged for by a committee that functioned under Chm. Bob Hall's direction.



War-Time Christmas on the SP

Christmas live is good cheer, kindliness, the greeting from worker to worker, the wish for happiness and good fortune for everyone. These things are Christmas and these things were evident in every railroader and in every office on the Southern Pacific System.

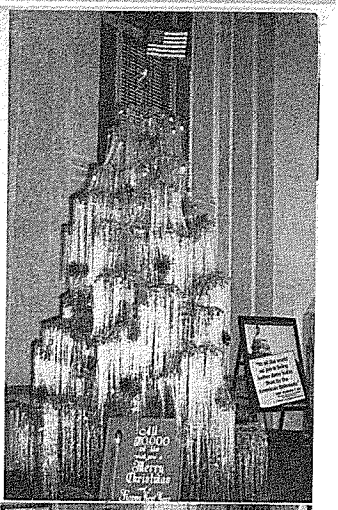
Yes, we've got a war—but yes, indeed, we had a Christmas.

We had a Christmas from Coast to Coast, with many of our off-line agencies reporting convivial gatherings in SP's far-flung outposts, and here in this general story we can do little but sketch an outline of these happenings and add a word or two to the story told in pictures on the accompanying pages.

From the three extremities of Pacific Lines—Portland in the north, El Paso in the south and Ogden in the east—came the reassuring word that "Christmas as usual" was the order of the day. SP'ers in the City of Roses celebrated at parties in the offices of superintendent, gen. freight agent and master mechanic. The goodly St. Nick was represented, respectively, by Asst. Chief Clerk J. N. Deis, City Freight Agt. Ned Byfield, and Master Mech. F. A. Schilling. Presents and songs were the dominant features of the three events. Committee for the traffic party: W. D. Longmore, Mrs. Bell M. Kratt, Edna M. Phillips, Elise Cowan, Elsie Craw, Mildred Karo and Bernice Platt.

The Christmas Party at Ogden was moved from the Depot Beanery to the superintendent's new office. The

(Continued on page 15)



Symbolic of seasonal greetings from SP's people everywhere to the railroad's customers, was this large tree in lobby of San Jose passenger station, which SP Police Officer Ray Green so beautifully trimmed.



4. Los Angeles: Freight station folks ate, sang and made merry while J. E. Laverty MC'ed and Dorothy Kennedy led a songfest. Max Damon spoke for employes and Agent Anderson extended SP's greetings.

5. San Jose: With Freight Station Agent C. M. Vance are employes of office and freight house gathered around their tree.

6. Sacramento: Supt.'s office force and visiting veterans sang Christmas and patriotic songs. L. A. Mini, H. E. Scharf, R. N. Crase, M. P. Arenz, Ellen Lothrop, E. V. McPhail furnished music. Supt. W. L. Hack spoke and refreshments were served. Committee: Chm. J. A. Collins, T. A. Ryan, F. E. Holmes, L. A. Mini, Mrs. Bernice Hall, Mrs. Edna Bright and Miss E. Wheelihan.





"KEEP STOUT HEARTS", URGES OUR PRESIDENT

Speaking before General Office people massed in the court yard for SP Club's annual Christmas Program the morning of Dec. 24, President A. T. Mercier said:

AS YOU know, I am always glad to join in gatherings of Southern Pacific people. I am especially glad to join in this Christmas celebration, which has become a tradition with us.

I feel this traditional meeting of our people here today is more significant than ever before because our country is engaged in a world war to determine whether or not people as individual human beings are going to be important in the future.

Let us, on this occasion, thank God we live in a country where we can meet with our friends and associates to celebrate Christmas in true Christmas spirit. Let us today pledge our best efforts in this great struggle for human rights.

No group of people in the country can help in this struggle more than the railroad people of America. None can help more than our own Southern Pacific people. I know we shall do our full part, and more.

Our part may be difficult. But while we are doing it, let us keep in our hearts the spirit that brings us together here today. Let us keep the spirit of good will and fellowship among us.

I wish you all, and the members of your families, a Merry Christmas—and that goes most heartily and most sincerely to Southern Pacific people everywhere.

•

On Dec. 22, President Mercier's message to EVERY MEMBER OF THE SOUTHERN PACIFIC FAMILY was:

My very best wishes to you and your loved ones for a Merry Christmas. May the New Year be one of health, happiness and stout hearts for all of us.







Who Are in the Pictures?

Here are the names and faces of those who participated in the great SP Christmas gathering of 1941 in the General Office Courtyard: • (1) Phillip Young, president SP Club. • (2) Soloists and (3) other singers of the SP Glee Club, managed by O. A. Klamroth, directed by Barbara Pell, whose Christmas carols were soundly applauded. • (4) Soloist Harold Martin, whose songs were accompanied by Mrs. Martin. • (5) A. F. Gaynor, who presented two flags to SP on behalf of General Office Lodge No. 890. • (6) SP executives on platform during ceremony: General Counsel Ben C. Dey back of VP J. T. Saunders, VP D. J. Russell, VP J. H. Dyer, General Auditor F. L. McCaffery, Purchasing Agent G. M. Betterton, President A. T. Mercier, and Genl. Manager L. B. McDonald. • (7) As many of the general office employes as the camera's eye could take in. • (8) Sam Cava directs SP Club Band, trumpet section of which is pictured (9). Selections rendered by this band, co-directed by James Alcott and managed by Wm. M. Boyer, were features of the program. • (10) SP Club Committee members: Ross Dorrett, Emmett Fitzpatrick, Orrin Klamroth, Chas. Kleupfer, Herman Nelson, James Higgins, George Frey and Wm. Boyer. • (11) Cast of "Between Trains," play produced by SP Dramatic Club, l-r: California Lee, Leone Pratt, Ross Dorrett, Walter Fell (manager), Jack Crawford. Play was directed by Wm. K. Smith. • (12) Emmett Fitzpatrick, master of ceremonies, kept program moving at lively pace. • And last, but far from least, some of the men whose wizard-like carpentry results in stages appearing and disappearing with magical swiftness: J. R. Larson, J. A. Larson, D. Putzina, J. E. Gallopp, B. Pasquale.



Christmas Parties

(Continued from page 11)

date was December 20 and the committee in charge was made up of: Ray Wright, chairman and master of ceremonies; Helen Winters, Katherine McCool and Wally Knight. The party was complete with buffet lunch and entertainment; the entertainment being furnished by W. S. Champnys (readings); Eugene Kingsford (violinist); Ruth Kingsford (pianist); Kalo Am (magician); and Magician's Helpers, Supt. Hopkins, Water Service Supervisor Gosling, Accident Clerk Kozicki, and Personal Record Clerk Newey. Winners of the boxes of candy offered as door prizes were Timekeeper Adams and Master Mechanic Stone.

At El Paso, R. R. Hall handled the details of their usual cheery gathering, which this year featured entertainment and refreshments.

As in other years, three of the largest parties on the system were sponsored by the Fellowship Club in San Francisco, the SP Recreation Club of Bakersfield, and the SP Club of Sacramento. These parties were given over to children and many were the eyes, and many were the squeals of delight in these three audiences that totalled well over three thousand. Because of "blackout" possibilities, the San Francisco party was held on the afternoon of Sunday, Dec. 21. Besides the all-important presentation of gifts, ten

(Continued to page 21)













1—Auditor of Disbursements Party featured dances, music by talented young entertainers.

2—Purchasing & Stores gather at dinner. Committee: A. Roehl, J. Rossbirt, J. Buckley, and B. Hornberger.

3—Agent C. M. Vance and San Jose Club Pres. R. McClintock present Red Cross nurse Mary Green a check in behalf of Club.

4—Asst. Gen. Auditors' party was one of merriest, featuring vaudeville acts, refreshments.

5—Flora Dora Sextet was hit of the Asst. Gen. Auditors' party.

6—Supt. of Telegraph Office personnel gather around Santa Frank Chandler for Xmas gifts.

7—San Jose celebrated a happy Christmas judging from smiles of these trafficmen.

8—Portland Supt.'s Office sends "good time" picture evidence.

9—Auditor of Cap. Expenditures wasn't fooled by "Santa's" beard.

























1—Aud. Misc. Accts. folks gaveone of biggest parties in Genl. Office, including dancing, refreshments.

2—SF'ers in Aud. Frght. Accts. take time out from refreshments and dancing for this picture.

3—LA Telephone girls rest from "number please" duties for Xmas Party in PE Club rooms Dec. 22.

4—PMT Central District office forces in SF join together around tree to celebrate a happy season.

6—Jim Halsing (MC), Rena Marcel and Ed Symonds entertained in Freight Claims with L. Lorentzen, J. Fishel, W. Harlow and N. Coates.

7—Pass. Accts. Veterans in an Xmas mood: G. Christie, A. L. Burgan, F. Spencer, C. J. Bowes and M. E. Moe.

8—Christmas brings a reunion of the dancing gals of "Conspiracy in Swing."











9—"Santa" C. W. Harmon of Cap. Expenditures pulls a strange present from his pack.

10—LA Passenger men celebrate with Chas. Lewis, R. Harrison, F. Wisdom, and J. Shea arranging all details.

11—Motive Power turned out 100% to enjoy party arranged by M. Harvey, Gladys Stephens, Elsa Johnson, J. Colt, F. Leaver, J. Sholom, A. Wires, and W. Woodsorth.

12—General Hospital in SF celebrated with patients exchanging presents around trees set up in the wards.

13—Christmas Cooks who prepared lunch for Gen. Frght. Traffic Party: M. Trevor, D. Johnson, H. Abramson, A. Lindale, L. Chatwood, L. Rose, G. Detoy, E. Garoutte.

14—Gen. Freight Traffic personnel around tree.





















San Francisco (1-6): Record audience (1) of nearly 1500 employes with their families and friends were in Native Sons Hall the afternoon of Dec. 21 for the Fellowship Club's Third Annual Christmas Party. Master Mechanic L. T. Fife as chairman was assisted by an active committee (2) with Electrician Frank Young as Santa Claus. Pipefitter R. Howard (3) was one of the "rails" to appear on the elaborate program of entertainment which was directed by Alice Hargrove (4), wife of machinist foreman, Mission Bay. Night Genl. Foreman P. Bull (5) delivered the invocation. The beautiful tree (6) represented many hours of work. See item elsewhere for other details.

Sacramento (7-9): Santa Claus J. A. Olson (7) was quite the fellow to the children who comprised the greater part of the audience (8) that attended the SP Club's annual party. They were mighty pleased, too, at the Walt Disney comics shown as part of a program that included the singing of Christmas carols and patriotic songs. About 700 attended the affair. The hard working committee (9) included, left to right: Chairman R. Johnson, Secretary Fred Holmes, Pres. Sam Williams, Vice Pres. Pete Rogato.









Bakersfield (10-14): There were two big events at Bakersfield, one staged by the SP Recreation Club for children and their parents in the auditorium of the East Bakersfield High School (14) on Dec. 23 and the other held in the superintendent's office the morning of Dec. 24. The committee (10) included, seated: Geo. J. Bushell, secretary; Joseph Hayes, treasurer; John M. Nord, president; J. Arthur Ingram, vice president; Clyde Brough, master of ceremonies; and standing: L. L. Ramos, E. Matteucci, E. H. Johnston, Arthur Vineyard, W. J. Thorne, Harold E. Wise. Among the several who participated on the entertainment program was Vivian Lester (11) daughter of machinist. Santa Claus Harold Wise gave every child his personal attention, among them the four children (13) of Machinist Bell. The orchestra (12) composed of William Norris, piano; Ed Wood, saxophone; Carlyle Nelson, violin; played at supt.'s office party. (See page 21.)

Phoenix (15): Exchange of humorous gifts provoked lots of fun for the Phoenix Freight Office force. Refreshments were served and several members of the Traffic Dept. were guests. About half the force expects to be in Uncle Sam's service before next Christmas, says Ed Milkey, who sent the *Bulletin* this picture.











1—Executive Dept., SF, traded gifts for laughs.

2-4—Sacramento machinists' kiddies had date with Santa and enjoyed music program.

3—Dup. Bureau, SF, mixed eats with funfest.

5—Stores Dept., Sacto., evening featured singing, dancing, eating.

6—Legion Post, SF, loaded 100 packages for kiddies as a substitute for annual fete.

7—Dup. Bureau, LA, few folks but lots of spirit.

8—Freight Traffic, Portland, sang "Jingle Bells" as Santa Ned Byfield dashed in with gifts.

9—Passenger Accts. listened, sang and danced to fine musical program, accordion team of Shirley & Bernice featured.













Christmas Parties

(Continued from page 15)

turkeys were given away as door prizes. The committee: N. Franco, A. Rodriguez, A. Burnett, S. Miller, F. Young, E. Rugani, B. Skagsfjord, L. T. Fife, L. Johnston, B. Kneebone, J. Aiello, J. Valentich, J. Dorrell, A. Pandolfi, J. Hayes, M. J. Oliver and W. L. Thompson. Down Bakersfield way 350 toys, 3500 sacks of candy and seven cases of oranges were distributed to the capacity audience in the East Bakersfield High School. Appearing on the program: George Maas, Jim Quinn, John Biesee, Don Smith, Ted Rosvall, Carlyle Nelson, Bill Norris. Supt. Merle Jennings acted as master of ceremonies. The committee is pictured elsewhere. The Sacramento Party started with an hour's showing of Walt Disney's comics. Sacramento General Stores celebrated on the same night (Dec. 20), enjoying a buffet supper, dancing and singing arranged by C. H. B. Smith, Florence Frick, Bernice Kenealy, Frank Kenealy, G. E. Hinton, C. Pine, Julia Burns, C. E. LaDue, Ralph Berry, Tille and Alex Cousins.

On Christmas Eve the Moonshiners' Club of Sacramento (night shift shopmen) staged a Blackout Party that was a knockout. Songs by the crowd, music by the Moonshiners' Band, solos by Robt. Pritchard and Fred Springer, all directed by Fred Moseley, made the evening lively. Attending: Fred Hensley, Amos Nelson, Earl T. Bristol, A. F. Schuyler, Fred Springer, B. M. McQuire, Robt. Pritchard, R. Warner.

The weather turned sunny-side-up for the ceremony in the General Office court yard. This resulted in the largest turnouts in SP history for the hour-long program which is detailed with pictures in this issue. The general offices themselves were scenes of great festivity, with dancing in the halls, parties on all floors, and music and singing everywhere. Program of the Passenger Accts. Department, with group singing directed by Tom Mullen, solos by Edith Richardson, piano numbers by Clifford Tonkin, Juan Lopez and Bob Phinney, violin numbers by Jim Styner and accordion selections by Bernice Maker and Shirley Rogers, followed by dancing, refreshments and exchange of presents, was typical of the fifteen large assemblies held throughout the building. These "official" parties were supplemented by many smaller gatherings as employes wandered from floor to floor exchanging greetings. Motive Power added the patriotic touch to their celebrations by awarding Defense Bonds to lucky ticket holders.

Many points over the system in which SP Clubs are active reported that they had called off their parties this year and turned over the amount usually expended on them to the local chapters of the Red Cross. Fresno and San Jose were among the more prominent club localities to do this.



NEWS BITS • RAILETTES • ODDITIES

Another Fiftieth: On December 8, Mr. and Mrs. **Otto Berthold** of Sacramento were feted on reaching their fiftieth wedding anniversary. The affair was a family reunion with the gathering swelled by a number of friends. Berthold had worked in the Cabinet Shop of the Sacramento Shops until his retirement two years ago.

•

The Safe Mr. Stewart: Here's one of the reasons why the Northern District of the PMT is leading all others in safety: **John G. Stewart,** driver at Corvallis, traveled a hundred miles to attend a safety meeting at Eugene. Sidelight: John has never had an accident in PMT service.

•

New Dictionary, a Twentieth Century Unabridged, was presented to the Drafting Room of the Chief Engineer's Office by the widow of Draftsman **A. D. McVay,** as a memento of her appreciation of the friendship of her husband's long-time associates.

RAILROAD TO THE RESCUE

THE rampaging Willamette River in Oregon gave SP'ers a busy time recently when all traffic, except rail, between Springfield and Eugene was blocked, reports Car Clerk **F. E. Larwood.**

Efforts to rush **Vern Walker** by auto to a Springfield hospital failed, so Chief Dispatcher **J. I. Love** of Portland had Operator **Ernest Schuster** stop Extra East 4147 with Conductor **M. Ruff** and Engineer **F. P. Baltimore,** to take Dr. Geo. R. Rehrs and Walker to Eugene, where the patient is now recovering satisfactorily, according to latest reports. Conductor **E. J. Roberts** and Engineer **R. G. Robbins** and the crew of the work train switching at Springfield gave valuable help by whistling the engineer of 4147 down in time to make the stop.

Later a call came to rush Mrs. Karl Y. Dannen, an expectant mother, and wife of Operator **Karl Dannen** of Springfield, to Eugene. As no eastbound trains were expected, **L. W. Brant,** signal maintainer, took Mrs. Dannen to the hospital on a motor car, running a fast but winning race with the stork. On the arrival of a fine baby daughter (Dale), Karl passed the cigars, said many words of thanks.

So many calls came in for transportation from stranded persons in Eugene and Springfield, that Chief Dispatcher Love ordered Train 16 stopped at Springfield to entrain passengers for Eugene, and No. 15 stopped at Springfield to detrain passengers from Eugene. Nearly 100 persons utilized the special services of each train.

Cheer for the Sick: Oliver Chappell, machinist at the Sacramento shops and frequent good-will visitor at the SP Hospitals, is proud of the fact that the Hospital Fund for 1941 distributed to Sacramento patients in the SF and Tucson hospitals was one of the largest collected since the fund was originated. Chappell personally distributed the gifts and cash to the SF patients. • The men at the General Freight Terminal in Oakland who organized a Sick Benefit Club a few weeks ago are gratified at the rapid growth of their club. Almost a hundred members are now active in this movement that will pay $10 a week to injured members after the third day certified sick leave. Officers chosen: **D. R. Dickinson,** president; **J. E. Clute,** VP; **Sam McClain,** secretary; **Sam Reeve,** treasurer; **J. Hawks** and **A. Cabral,** trustees.

•

Patriotic Seagulls: *The extent to which the country is mobilized is shown in this believe-it-or-not story from the men in the West Oakland Yards. They say that the seagulls that swoop down after each noon-hour looking for scraps of lunch have been diving down in "V" formation since start of the war.*

•

Casoly Carries On: J. A. "Joe" Casoly whose lantern slides on the "Evolution of the Locomotive" have delighted many San Francisco audiences, took a big step forward with a showing before the San Francisco Board of Education at Lowell Junior High School, Dec. 9. The showing followed the Board's invitation and the audience was made up of principals and teachers from elementary and junior high schools throughout the city. The pictures received the full endorsement of the Board of Education and were recommended for showing to all public schools.

•

Our Flexible Service: Our PMT forces did a little extra curricular work for Uncle Sam about the time war was declared by sending trucks loaded with impedimenta behind buses filled with soldiers going on guard duty at strategic points far off the beaten transportation paths. Another example of the flexibility of SP-PMT service.

•

Formal Opening: Tom Billingsley, supt.'s secretary at Bakersfield, isn't half as excited about the new depot nearing completion there as he is about his own new office. At the ultra-formal opening, the girls of the office presented a corsage of gardenia (one) and violets. Speeches were made but no transcriptions.

•

PMT Fireman: PMT Driver **L. C. Johannsen** of Marshfield isn't a member of the fire department, but he'll do



MONEY DROPPED recently into the hands of M. A. Celaya (left), warehouse clerk, and George Conzeon, laborer, both of Tucson. But in the case of Celaya it was someone else's money he found in a wallet dropped on the floor of the freight house and he obligingly returned the considerable sum to a man in Minnesota. On Conzeon, however, Lady Luck smiled $300 worth at a Bank Nite theater. When asked how the money would be spent, he answered, excitedly, "I think I'll buy myself a Model T, crank you."

until one comes around. While he was making a delivery at a restaurant, an oil fire suddenly broke out in the kitchen. Fast action with his fire extinguisher stopped the blaze and won him profuse praise from the restaurant owner for preventing a serious fire.

•

Ex Railroader: *Gene Autry, movie star cowboy, paid a visit to railroaders in the Klamath Falls offices during his recent visit to that locality to purchase a string of Brahma bulls for his rodeo show. He sat in on the telegraph instruments at the yard telegraph office for a short time, retelling some of his earlier experiences as a "brass pounder."*

•

New Repair Spot: SP's Freight Terminal in Oakland now has a new location for full mechanical repair of PMT trucks. **Al Rose** takes great pride in the fact that the repair force is now equipped to take care of any breakdown of tractors in record time.

•

Retired—But Active: One never gets too old to do his bit for his country is the philosophy of retired B&B Carpenter **Perry Cutlack,** who lives at Ada on the Marshfield line. He recently wrote to the superintendent and B&B supervisor of the Portland Division volunteering his services without pay to assist in guarding tunnels or bridges, or in any other capacity where he could be of assistance.

•

A Toothy Young Lady: E. L. Ornelles of the West Oakland Yard Office (and *Bulletin* Correspondent) was proudly showing a visitor the two teeth of his very young daughter, Patricia Louise, when that lady closed those two teeth down on his wrist with a very unladylike firmness. "From now on," says Ornelles, "visitors will have to take my word for those teeth."

•

Venter on Ball Committee: When United States Judge Martin I. Welsh, general chairman in Sacramento of the President's Birthday Ball, announced his committee, **Harry C. Venter,** superintendent of SP shops at Sacramento, was one of those chosen to help him with details of the event.

SOCIALS • S P CLUBS • ATHLETICS

San Jose:

At an election meeting held December 8, the following officers and directors were placed in control of club affairs for the 1942 season: R. McClintock, president; W. H. Snyder, vice president; Sam McCarley, secretary-treasurer; Bob Bryant, recording secretary; Tiny Pearce, Ray Green, C. M. Vance, George Machado, Eugene Gregory, D. A. North, F. A. Wirz, O. O. Bowers, E. B. Smith, directors.

Recently the SP club rooms above the Local Freight Station were turned over to the army for use of the men guarding army impedimenta being moved by rail. Soldiers establishing their living and recreational quarters here, found the facilities particularly welcome during the rainy weather.

While keeping hard at work at their railroad tasks, the San Jose folks are carrying on with their social program, as witness the overflow attendance at their most recent bridge party.

•

Los Angeles:

The two major events of this active organization's recent history were the Annual Ball and the Defense Bond Program. See story and pictures on page 6.

Ho-hum, another trophy for the LA Band. The boys seem to be getting in a rut—nothing but first prizes. This time it was the Grand Sweepstakes prize at the Annual Toyland Parade in San Pedro where the competition is always torrid. Just to mop up, the two SP majorettes, Betty Thorson and Jewell Newton, took first and second prizes respectively in competition with 25 high-stepping baton whirlers.

Sacramento:

The Board of Governors has placed a proposition before the members suggesting that prizes given to the winners of the semi-monthly drawings in the future be Defense Bonds. It is expected that this move will meet with the hearty approval of the membership. (For another method of starting your bond collection, see page 7.)

For news and pictures of Sacramento Christmas parties, turn back to page 18.

•

Klamath Falls:

"Standing room only" was the sign hung on the door of the SP Club the night of December 17 when a capacity crowd of hungry club members stormed the club rooms for a turkey dinner "on the house". The event was a Christmas party and everyone exchanged gifts at the impressively decorated Christmas tree. Club President Frank Peyton acted as Santa Claus, announced that Harvey Teal would be in charge of the next social affair.

•

Watsonville:

End of the year was end of a term of office for many of Club 100's officers. The following were elected to set the pace for 1942: Engineer Harold S. Soper, president; Car Foreman I. E. Thomas, vice president; Yardman A. H. Stoffers, treasurer; PFE Agent R. B. Mitchell, secretary.

Many club members are active in civilian defense efforts in and around Watsonville. Led by Ex-President F. J. "Jerry" McCabe, who is a member of the Defense Council of the Pajaro Valley, the following are some of those giving generously of their time and energy: Lloyd Butler, Ira Thomas, J. C. Waddell, A. H. Stoffers, Andy Wickham, Ralph Peterson, Roy Davis, Sam Lindberg, Walter Lindsten, Hal Soper and R. B. Mitchell.

Pressure of railroad and defense activity in the Watsonville vicinity caused cancellation of the club's annual Christmas party.

•

San Francisco:

What with the excitement of the Christmas season, to say nothing about the breaking out of war, activities of the SF Club went into a decided lull.

Various club organizations participated in the General Office Christmas program December 24, pictured on page 12, when the Band, Glee Club, Dramatic Club, and club officers presented an hour of song and story in the courtyard.

Art Harris and committee of the Big Game Dance held in November report a satisfactory profit from the dance and the sale of prize-tickets.

Under the direction of Gertrude LaFortune, nearly a hundred SP women met in the Band Room December 16 to organize for Red Cross work. Classes are to be given in various subjects of an emergency nature and regular meetings will be held beginning this month.

•

Fresno:

The following declaration of war policy on the part of the SP Club of Fresno was taken from their official paper, *The Highball:*

"The Club and the Times: There will undoubtedly be some effect on our organization by the belligerent status of our Nation and its attendant long hours and hard work by members of the Southern Pacific Family. However, we hold firm in our opinion that there will be a place in all of this for our Club. Blackout of our cities will not mean a blackout

LOS ANGELES SP CLUBBERS held their Third Annual Ball in the Fiesta Room of the Ambassador Hotel on December 12 and, in spite of possible war-time blackout, there was a very large attendance, a portion of the crowd being shown below. The SP Club Band played a concert, Charles Witt directing. Dorothy Kennedy sang, Majorettes Vyonne Livingston Bush, Betty Thorson, Jewell Newton presented a flashy routine. Club officers and governors formed the committee. President B. L. Coom, E. M. Griffin, Martin Carr, Chas. R. Lewis, Eleanor Jakes, K. P. Ginn, Al Rommel, among those who seemed most active.





GEORGE PARLOW received a hearty sendoff by his associates in the Insurance Bureau, Disbursement Accounts, when he retired at the end of November. He is standing in center (right) shaking hands with Auditor of Disbursements J. A. Quinn.

of friendship and cooperation, and these are what our Club stands for. There is nothing unpatriotic in carrying on social and athletic affairs . . . in fact, such activities will be needed now more than before. The burden of club work, of necessity, falls on a few willing shoulders, and we will hear increasing cries of 'too busy' from members who are called upon to assist in our functions. That cry is not going to be heeded, for the person who is too busy to give a little time to fellowship, friendship and cooperation does not work for the SP. Some of us are discovering that by knowing our fellows better through work for the Club, we aren't as busy as we were, because friendship, in itself, helps us to do our work better and with less effort. So when someone calls on you to do a little, just give him a smile and tell him, 'I'll do the best I can.'"

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Legion Posts:

Because of the war Emergency, **Post No. 412** cancelled plans for its annual Children's Christmas Party, originally scheduled for December 19. However, as most of the presents had been bought, they were packed and distributed to the homes of the various children. (See picture, page 21. ● The SF Post announces that over seventy percent of its membership quota of 122 has been obtained already with many more ready to sign up in January. As the membership for 1941 was 161, prospects are bright for another "Over the Top" drive. ● Comrade C. B. Kleupfer, hard working secretary of the Convention Committee to secure the National Convention for San Francisco in 1943, recently made a hurried trip to Chicago and Indianapolis. He reports the national headquarters bustling with activity.

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Social in Stockton: The Brotherhood of Railway Clerks, Stockton Lodge No. 820, held a Christmas party in the Redmen's Hall, Stockton, Dec. 19. Representatives from Stockton, Tracy, Modesto and Lodi congregated to make up a large attendance. All voted the affair an A-1 success, particularly the children, who went home weighted with toys and candy.

"All-State" Railroaders: When the Nevada All-State Scholastic Football Team was recently announced, there was much chest-thumping around the SP roundhouse and shops at Sparks. Reason: Joe Getto's son, George, was named All-State center; Anthony Burgerrello's son, Adolph, guard; S. Matteoni's son, Syl, halfback; C. Walker's son, Howard, tackle; and M. Frediani's son, Syl, quarterback. "Just chips off the old block" was the universal comment of the fathers.

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Aces—and Howl It's all right to talk about bowling among SP'ers, but don't bring the subject up if any PMT boys are around. It seems the PMT'ers of the LA Transportation League are pouring it on, but good, on all competitors. They've won 44, lost 8, against their nearest rival's 33 won, 19 lost. Before any of you keglers on other Divisions start poohpoohing their supremacy take a look at their averages: Earl Kantz, 174; Ed. Bandisch, 173; L. Rossi, 170; A. Tidwell, 173; L. Cancellieri, 170. All of which amounts to a right smart team average, what?



GEORGE TODDHUNTER (inset below with Mrs. Toddhunter) was the guest of honor at a banquet in Fresno on December 2, held a few days after his retirement as general yardmaster after forty years with the Company, all but a few months of it having been spent at Fresno. ● The banquet was one of those delightful affairs for which San Joaquin Division folks are famed. ● (Left) Committee handling the arrangements included: N. A. Weinberg, L. H. Hanes, D. T. Towles, Mrs. Lucille St. Louis, W. W. Edson, H. E. Armstrong and Mrs. L. H. Hanes. Edson was master of ceremonies, interspersing a program of speaking with vocal selections by Miss Virginia Todd and piano selections by Mrs. Ralph Downing. ● Among those at the speakers' table were: Asst. Supt. F. W. Cantrell, Trainmaster C. G. Tandy, J. D. Brennan, DF&PA Willard Barr, Master Mechanic F. E. Malloy, Car Foreman C. B. Safford, Rev. Fr. P. X. Singleton, Msgr. P. J. McGrath, George Morrill, I. W. Emmons, Frank Zuber.





AMONG THE VETERANS WHO RETIRE

San Joaquin: General Yardmaster **Geo. W. Toddhunter** of Fresno, retired November 29 to end 40 years' service with Southern Pacific that began as a yardman at Fresno. All of his service had been at this same terminal, except for a few months spent at Bakersfield in 1907. He advanced through yardmaster positions to general yardmaster in 1912, and for a short time starting in 1933 was terminal trainmaster until that position was abolished. (See picture at bottom of this and adjacent page for banquet in his honor.) ● Annuity application has been approved for **Justo Godinez**, section laborer.

Sacramento: Night Roundhouse Foreman **Thos. E. Pinckney** of Truckee has retired after service of 28 years. His first work with SP was as a wiper on Portland Division in 1917. He had been a foreman at Truckee since 1921. (Picture on page 27.) ● General Foreman **Richard M. Clausnitzer** of Gerber retired November 29, ending more than 43 years' service that started as a telegrapher and agent at Dunsmuir, then Corning and Red Bluff. In March 1900 he became the third apprentice machinist to enroll at Dunsmuir Shops. After completing his training he remained at those shops where he became a foreman in 1912. He was advanced to general foreman at the Red Bluff Shops in 1915 and when in August 1916 that terminal was transferred to Gerber, Dick went along as general foreman, where he remained until his retirement. (Picture next page.) ● Annuity applications approved: **Frederick Kickman**, engineer; **Rudolph F. Lungershausen**, clerk; **Max A. Lohse**, machinist; **Dante Peteocchi**, foreman; **Charles W. Maddox**, helper; **Dayetano Durante**, section laborer.

Western: Howard Moore, assistant engineer, has retired after service that began in 1906 as a construction engineer with the SP in Texas. Then followed construction work in Nevada and in the Mojave vicinity until 1911 when he came to the East Bay Electric Lines at the time that property was being converted from steam to electric operation. He became roadmaster on those lines in 1913 and when they were absorbed by the Western Division in 1930 he became an assistant engineer. ● **John F. "Smiling Terry" McGovern**, head brakeman on the *Cascade* between Oakland and Sacramento for the past ten years, has checked his last journal, signaled his last high-ball, and thrown his last switch. Terry had worked on this division for 39 years, during which time he made a host of friends. ● Annuities approved: **Alonzo P. Cole**, agent-telegrapher; **Oliver W. DeLong**, car inspector; **Edward L. Dikeman**, conductor; **Charles W. McLimoll**, fireman.

Shasta: Car Inspector **B. F. Caldwell** of Klamath Falls retired November 29. He started with SP in that position at Roseburg in April 1910, after previous service with the Oregon Short Line. Then he was out of service for a time, and has been located at Klamath Falls since 1925. At time of his retirement he was presented with a portable radio by car department associates and with an umbrella tent by members of the ORT. ● **C. R. D. Jones**, who has been a locomotive engineer on this and the Sacramento divisions since 1901, retired November 18 to end a railroad career of 54 years. He started as a caller at Mojave in 1887. Then, after taking training as a machinist apprentice, he worked in the shop there and became roundhouse foreman in 1892. He transferred to engine service and became an engineer at Mojave in 1894. Jones has three brothers, all retired railroaders: Walter H., of SP at Roseville; Fred P., of Santa Fe at La Junta, Colo.; and Paul, of SP at Herne, Texas. ● Annuity applications approved: **Charles E. Furlow**, car foreman; **Thomas W. Simpson**, agent-telegrapher; **Clarence F. Stitt**, yardman; and **Gabriel H. Wilson**, car inspector.



HALF CENTURY railroaders are Engr. C. R. D. Jones (left) of Dunsmuir, and Head Clerk D. B. Bork of General Office, retired recently. (See items on this page.)

Los Angeles: Conductor **William D. Hamilton**, who started with SP as a yardman at Los Angeles in July, 1901, retired at the end of the year. He became a brakeman in 1917 and was promoted to conductor the following year. Section Laborer **Julian Flores** retired Dec. 24 after service that began in 1925.

Los Angeles Shops: Electrician **Geo. E. Rex**, who started with the SP at the LA Shops in 1912, retired on November 1. ● **David Trufelli**, blacksmith helper, had 22 years' service when retired November 1. ● Annuity application has been approved for **Claude W. Mitchell**, freight carman.

Coast: Brakeman **Frank Ervin** retired November 1, with continuous service dating from June 1918. He lives in Santa Cruz and plans to do a heap of fishing in the mountain streams. ● Towerman **Richard Barry** also retired November 1. His service began in 1906. ● Towerman **John Randolph** retired December 1 after having started work for SP in June 1907. ● Annuity has been approved for Electrician **Robert H. Surrybne.**

Portland: Annuity applications approved: Agent-Telegrapher **Robert E. Badger**, Machinist Helper **Horace H. Hagan**, Carman Inspector **James R. Misner**, Engineer **Albert Spalinger.**

Rio Grande: B&B Supervisor **J. H. DeBord** has wound up a railroad career of nearly forty years. He started with the Santa Fe in 1902, came to the SP as water service helper in March, 1907, and has been a B&B supervisor since 1912. He was honored with a party in his office Dec. 31, his last day on the job, and picture of the group participating will be used in the *Bulletin* next month.

General Office: Head Clerk **D. B. Bork**, Freight Claim Dept., retired November 29. He started with SP in 1889 as a clerk on Sacramento Division and afterwards was an operator on other divisions until 1906 when he came to the Freight Claim Dept. He was with the OWR&N in Portland for a short time, returning to the San Francisco office in 1910 where he had been a head clerk for more than twenty years. A side-line to his railroad career was gold prospecting, at which the veteran is reported not to have been very successful. ● **George W. Parlow**, clerk in Insurance Bureau, Auditor of Disbursements, has retired after service in the Accounting Dept. that began in 1910. (See picture at top opposite page.) ● Annuity applications have been approved for **Mrs. Rose G. Fabre**, a folder, and **Clarence L. Williams**, a waiter, Dining Car & Commissary Dept.

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Promoted & New Jobs:

Engineering: Following the retirement of J. H. DeBord, **P. J. Scherer** was appointed bridge and building supervisor, headquarters El Paso. Scherer was formerly asst. B&B supervisor, Los Angeles Division. ● **Gerry Holt** becomes blue printer in Chief Engr. Office.

Operating: Supt. of Transportation: **J. J. Deasy**, from chief clerk to supervisor of train schedules. Deasy is succeeded by **J. M. Hatcher**, former asst. chief clerk, in turn succeeded by **G. A. Derheim. Wm. J. McNally, George M. Leslie** and **H. N. Payne**, to asst. passenger car service agents. **G. A. Garoutte**, from car distributor to schedule and manifest clerk. Other promotions in Supt. of Transportation's office were to follow and will appear in the February *Bulletin*. ● **J. L. Burton**, former ticket agent at Tucson, to agent, Douglas, succeeding W. W. Windham, retired. ● New jobs on Western Division: **Thomas G. Tucker, Raymond N. Palmer, Wallace E. Davis, Kenneth F. Firth**, to firemen,



"AULD LANG SYNE," sing Asst. Engr. H. F. Harrold (left) and Asst. Engr. Geo. W. Sutton (right) as they embrace their buddy, Asst. Engr. Howard Moore, and lead a group of friends in saluting Moore at a retirement dinner held in Oakland.

Stockton district. • **Ernest Bacinett,** formerly of Richmond station, to foreman at the Oakland General Freight Terminal; and **C. R. Dickinson** to asst. foreman at the same terminal.

Motive Power: Rudolph Ersepke, from general foreman, machine shops, Bayshore, to assistant master mechanic, Los Angeles, a newly established position. • **R. F. Cronkhite,** to roundhouse foreman, Gerber, succeeding R. M. Chesnitzer, retired. • **Chas. Walls,** to general foreman blacksmith dept., Sacto. Shops. He is succeeded as asst. general foreman by **C. H. Cunningham.** • **W. S. Cooke,** to dept. foreman, passenger repairs, West Oakland. • **F. R. Olds,** from machinist to asst. roundhouse foreman, Dunsmuir. • **G. V. Randall,** to night roundhouse foreman, Oakridge. • **L. E. Dean,** to roundhouse foreman, Hayden Junction.

Passenger Traffic: R. T. Bryant, to traveling passenger agent, San Jose. • **W. G. Shaw, Jr.,** from clerk, San Jose dist. office, to chief clerk, Salinas dist. office. **Donald W. Wicks** succeeded Shaw. • **M. Belikoff,** to information clerk, Oakland.

Freight Traffic: C. W. Crocker and **S. James,** to Ogden office; **E. Maki, L. M. Moffett, C. Osborn,** to Oakland office. • Other advancements in S. F. General Freight Dept.: **G. Dunscomb, S. Flegal, W. Schultz, W. S. Wright, J. T. Eagen, B. Witmer, W. Steiner, E. Conroy, C. B. Rodney, E. Guanziroli, R. Graff, J. Rutherford, C. E. Peterson, R. H. Wheeler, H. F. Thompson** and **J. A. Foote.**

General Stores: H. J. Smith, former assistant general storekeeper, El Paso, to asst. general storekeeper, Sacramento. • **C. J. Pearce,** from district material supervisor to asst. general storekeeper, El Paso. • **H. H. Wittekind,** from inspector of stores, S. F., to district material supervisor, El Paso. • **L. A. Cassinelli,** to inspector of stores; **W. G. Courtney,** to asst. chief clerk; and **W. M. Brandt,** to accountant, General Storekeeper's office, S. F. • **D. L. Helsel,** from chief clerk, Sacto. General Stores, to inspector of stores. He is succeeded by **G. E. Hinton,** former storekeeper, Dunsmuir, who in turn is succeeded by **M. J. O'Hare,** formerly foreman, Brooklyn Store. • **H. V. Overmire,** former asst. chief clerk, Sacto., to special procurement clerk, S. F. He is succeeded by **C. Pine.** • Other Sacto. Store promotions: **Donald Mount,** to stock book clerk; **J. A. Lynam,** to statement and purchase bill clerk. • **Geo. L. Ross,** to delivryman, Roseville; formerly at Sparks. • Brooklyn and Eugene Stores: **T. J. Richter,** from head clerk to chief clerk; **J. R. Gwynn, S. A. Ernst.**

Nation's Defenders:

From the Passenger Accounting Department comes word that **Gene R. Ellis, Jack D. Creeden** and **Thomas Raymond Michael** have enlisted for military service; **Beatrice Hedges,** a new employe, has left to join an ambulance service unit; Lieut. **Leland Budjen** has been released from U. S. Army service and is now back at his job (Lieut. Budjen was married November 1 to Victoria Lewis in Richmond, Va.); Corp. **Jack Cramer** has been promoted to sergeant of Company B, 159th Infantry, San Luis Obispo. • **Harry Burdick** and **Lloyd T. McVeigh** of General Freight Dept. are now serving under the U. S. Navy ensign. • **Joseph W. Brown,** formerly of Oakland Passenger Office, is now with the Army at Headquarters Co. E, Monterey Presidio. • **Virgil Weidner** of the Oakland City Ticket Office wears a corporal's chevron at Camp San Luis Obispo. • **Hugh Sheehan,** pipefitter's apprentice at Bakersfield, joined the Marine Corps December 15. Other Bakersfield employes who entered military service December 15 included **Bill Lacky,** roundhouse laborer, into the Naval Reserve and **Rodman Robert Hannagan,** Army Air Corps. • **Kenneth E. Hughes,** former voucher clerk in the General Storekeeper's Department, is a yeoman, third class, in the Navy, stationed at Treasure Island. • **Richard Thomas,** former member of Sacramento Car Shop Repair crew, now receives his mail at Company F, 47th U. S. Engineers, Camp Ord. • Assistant Engineer **Howard F. Bully** of Portland Division is a first lieutenant at McChord Field, Washington, and **Joseph A. Holmes,** former Junior Engineer, is serving as first lieutenant in the Field Artillery. • **Robert Wilson,** machinist helper, Sacramento, was called for duty with the Army Reserve Corps January 1. • Former SP employes at Klamath Falls now serving in Uncle Sam's armed forces include Brakeman **Harold C. Douglas** at Camp Roberts; Brakeman **Cliff E. Pepples** at Fort Ord; **Levone W. Longmire,** Marine Base at San Diego; Brakeman **Al Longmire,** Aeronautical School at Tulsa, Okla.; Brakeman **N. E. White,** Air Corps, Riverside; Brakeman **Frank W. Young,** Army at Fort Ord; **Tom Briody,** Army, Camp Roberts; Brakeman **R. W. McKennie, F. D. Martin** and **H. Rosendahl** to Army and Fireman **W. C. Homer** to Air Corps. • **Joseph Garbarini,** former SP carpenter, is now private first class with the 711th Engineers at Camp Claiborne, Louisiana. • Employes in the General Offices will miss the cheerful countenance of **Lloyd Ray,** former junior clerk in the News Bureau. Lloyd has joined the Navy Reserve and is a yeoman second class, in San Francisco. • Yardman **R. E. McArthur** of Tracy has enlisted in the Air Corps.

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Married:

Many of the SP family are entering the new year of 1942, newly married. There's **G. F. Poet,** Western Divn. fireman, married to Miss Norma DePrete, society editor of the *Tracy News;* and **E. D. Robinson,** another WD fireman, married to Miss Victoria Marshall. • Another SP World's Fair Queen joined the married group when **Dorothy Parrott,** clerk at Portland Park St. Station



"Miss Cascade", '39, is now Mrs. Elsasser

("Miss Cascade" of SP Days at the Fair in 1939), was married to Earl Edmond Elsasser, Nov. 7, in Portland. • **Edgar Swetnam** to Mrs. Meril Umstott in Moro, Ore. City. Swetnam is a yardman at Bayshore. • **Leland Budjen** to Miss Frances Victoria Lewis in Virginia, Nov. 1. Budjen works in the Aud. Pass. Accts. office. One other marriage reported from the General Office: **Warren Howland** to Miss P. Schutz, Dec. 19. Howland is in Aud. Freight Accts. office. • Two marriages and an engagement will be of interest to Shasta Divn. folks: **Forest Menges** married Miss Wanda Beshand in Reno, Dec. 1; **Forest Benet Etsep** to Miss Ethel Karon in Reno, Nov. 27; and Miss Charlotte Stauffer of Dunsmuir announced her engagement to **John W. Samuelson.** Menges and Etsep are railroaders in Dunsmuir, Samuelson is an SP'er in Sacramento. • Three of the Sacramento shopmen who gave up their bachelor freedom recently: **Howard Content** to Miss Wilma Netherton, in Reno, Dec. 20; **Eliseo P. Sanchez** to Miss Lupe Rencendez Tangle, Dec. 24; and **Jack**



DICK CLAUSNITZER (inset left), roundhouse foreman, Gerber, with the group that extended him a farewell Nov. 29 when he retired after more than 43 years with SP. A committee that included **W. E. Drumm, Dan Liddell** and **A. J. Youles** made arrangements for this friendly demonstration that brought together most of the personnel on the three shifts at Gerber, including **B. F. Madden,** master mechanic of Shasta Division. Being an ardent fisherman, the veteran was presented with a fine rod and a large amount of tackle.



THOS. E. PINCKNEY, night roundhouse foreman at Truckee, with a few of the many old friends who extended their best wishes when he retired Oct. 22 after 28 years with SP. He is standing in center shaking hands with Day Roundhouse Foreman Bat Riordan.

Grace to Miss Eve Gonsalves, Nov. 15, in Sacramento. • Recently married was Asst. Signalman **Fred J. Carter, Jr.,** of Stockton; and soon to be married is Asst. Signalman **Earl J. Dewitt,** also of Stockton. • **Miss Vera Lister,** stenographer, Office of Vice-President in Charge of Operations and General Manager, to Richard Samples, at Reno December 7.

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Died:

General Office: The SP Club at San Francisco lost two well-known members in the deaths of **Daniel J. Ryan,** 51, and **Charles R. "Pop" Kelly,** 67. Ryan, statistical clerk, Freight Protection Dept., died of a heart attack at the General Office on Dec. 29. He had been with the SP since August, 1907, and in the Freight Protection Dept. since 1922. He was the only one to have held the presidency of the SP Club three years in succession, 1927-28-29, and had long been active as a committee chairman and on the Board of Governors. Kelly, who died Jan. 3 at his home, had been with the SP since May, 1891, almost his entire service having been with the Auditor of Freight Accounts, where he was a clerk in the Interline Bureau. He was a Representative-at-Large for the Club and took an active part in various club affairs. • **A. D. McVay,** structural draftsman, Chief Engineer's Office, died Nov. 29, following a heart attack at the office.

Los Angeles: Coach Cleaner **John Hood,** Dec. 16, in the Genl. Hospital. • **Alva J. Richards,** machinist, Dec. 15. • **Frank R. Winn,** telegrapher-clerk, Dec. 16. • **Wm. L. White,** retired car repairer helper, Nov. 25. • **Richard M. Clark,** retired yardman, Dec. 18. • **Felix M. Garcia,** section laborer, Dec. 23. • **Melvin O. Smith,** switchtender, Dec. 26.

Sacramento: Locomotive Engineer **Harold E. Roberts** at Gerber, Nov. 14. • **Rea Weightman,** brakeman, in Genl. Hospital, Dec. 3. • **James A. Hunt,** retired yardman, at Sutter Hospital, Nov. 24. • **David L. Carter,** retired section foreman, Nov. 22. • **Geo. J. Marsh,** retired engineer, Dec. 4. • **George Monroe,** retired conductor, Dec. 6. • **Clarence E. Shippey,** retired engineer, Nov. 28. • **Geo. W. Hatfield,** retired, in Roseville, Dec. 15.

Sacramento Shops: **Henry W. Plate,** genl. foreman, Blacksmith Shop, Dec. 10. • **Marin Sapunar,** retired, Dec. 3. • **James L. McGuire,** retired boilermaker, in Honolulu. • **Antonio C. Lima,** retired cabinetmaker, Nov. 18.

Coast: Chief Clerk **E. B. Walling,** Salinas Traffic Office, of sudden heart attack, Jan. 7. • Yardman **Walter Miller,** Watsonville Jct. at Genl. Hospital, Dec. 7. • **Earl McHenry,** yardman, at Genl. Hospital, Nov. 27 • Brakeman **John McGee** at Genl. Hospital, Dec. 5. • Clerk **Patrick Fallen** at Genl. Hospital, Dec. 7. • **Kazimer Budkovsky,** car cleaner, Dec. 10. • **James Haritos,** clerk, Dec. 3. • Pensioners: **Peter Buzzard,** payer, Nov. 11; **Owen Carney,** laborer, Nov. 29; **John Jensen,** roundhouse foreman, Nov. 21; **Patrick Martin,** crossing flagman, Nov. 10; **Wm. R. Tran,** conductor, Nov. 27; **Elmer E. Winnie,** conductor, Dec. 17.

Salt Lake: Laborer **Guido Daz,** Cobre Section, Dec. 9. • **John G. Lenz,** retired pumper, Dec. 16.

Western: Locomotive Engineer **Fred A. Lemery,** widely known on the division and active in numerous civic matters, died suddenly, Dec. 14, of a heart attack. • **Gerald Cecil R. Scott** at Genl. Hospital, Nov. 20. • Pensioners: **John Borgeson,** watchman, Dec. 12; **Daniel Donovan,** towerman, Dec. 7; **Joe Lemes,** freight handler, Dec. 9; **John W. Leonard,** yardman, Nov. 26; **Katherine A. O'Donnell,** matron, Nov. 29; **Frederick W. Toye,** conductor, Dec. 12.

Los Angeles Shops: **John A. Carling,** retired machinist, Dec. 20. • **Samuel R. Dearth,** retired passenger car painter, Nov. 20.

San Joaquin: Pensioners: **Robert W. Phillips,** engineer, Dec. 4; **Robert Wharam,** B&B carpenter, Nov. 21.

Portland: Pensioners: **John E. McCutcheon,** section foreman, Nov. 5; **Archie J. Robinson,** car inspector, Nov. 11.

Born:

A brand new daughter for Mr. and Mrs. **Anthony C. Soares,** Dec. 19. Soares works in the Stores Dept. at Sacramento. • Also celebrating arrival of daughters are Mr. and Mrs. **Julius S. Pasquette,** Mr. and Mrs. **Manuel Soares,** and Mr. and Mrs. **Vincent P. Giarmona,** and Mr. and Mrs. **Joseph Palumbo.** The papas all work in the Sacramento Shops. • Western Division reports arrival of a son for Mr. and Mrs. **Robert L. LeClert,** brakeman, at Tracy, Dec. 20; and the same for Mr. and Mrs. **Gary Conlin,** Dec. 9. Conlin is section foreman at Benecia Junction. • **G. W. Simpson,** West Oakland conductor, is again a grandfather but he is maintaining his composure—it's his fifth grandchild. • **Michael Louis,** 7 lbs. strong, graced the home of Mr. and Mrs. **Lou Wirgler** on Dec. 18. Dad works in the PMT Central District Office. • New arrivals on Salt Lake Division include a daughter, Linda Dale, to Mr. and Mrs. **Hugh O'Neil,** extra gang timekeeper, Ogden; a son to Mr. and Mrs. **Dan DeGroot,** clerk-storekeeper at Montello; a daughter to Mr. and Mrs. **Clarence Sanderson,** machinist at Sparks, Dec. 8; and the first grandchild for **Wm. Foote,** Sparks machine shop foreman, who was so thrilled he almost fainted. • Up Portland way, Mr. and Mrs. **Mike Serrano,** announce the arrival of a fine baby girl. Mike is receiving clerk at Park Street Station. • General Office arrivals are represented by Mary Catherine, at home with Mr. and Mrs. **Marcel Gagnon** since Dec. 16. Gagnon is in the Filing Bureau of the General Freight Dept. • There's another Stoffers on the Coast Division. His proud dad is **Harold Stoffers,** Coast Division brakeman; his equally proud granddad is **A. H. Stoffers,** yardman at Watsonville Junction. • To Personal Record Clerk and Mrs. **Jacob M. de Jong,** a daughter, Dec. 6, at Los Angeles.

The "Bulletin" Correspondents—*They'd Like to Have Your News Items*

Western Division: **Walter E. Lake,** lease agent, Oakland Pier. *Assistants:* **Henry Lorena,** Oakland Pier; **E. O. Ornolles,** West Oakland Yard; **R. Rooney,** Water Service Dept.; **M. A. Stahowski,** West Oakland; **R. J. LeClert** and **E. R. Stevenson,** Tracy; **J. E. Stone,** West Oakland; **S. A. Reeve,** Frt. Office; **A. R. Caughey,** Stockton.

Sacramento Division: **J. A. Collins,** ass't chief clerk, Sacramento. *Assistant:* **W. C. "Sparky" Hellbron,** Roseville.

Salt Lake Division: **George Greenwood,** sup't sec'ty, Ogden. *Assistants:* **Bruno Tassone,** Sparks; **D. DeGroot,** Montello; **Burton Howard,** Carlin; **G. A. Gillett** and **D. Buswell,** Imlay.

Portland Division: **Howard E. Bailey,** sec'ty to ass't superintendent, Portland. *Assistants:* All agents and roadmasters' clerks.

Coast Division: **J. A. Knudsen,** personal record clerk, 3rd St., San Francisco. *Assistants:* **Melvin Tiner,** San Luis Obispo; **F. J. McCabe,** Watsonville Junction; **R. McClintock** and **S. W. McCarley,** San Jose.

San Joaquin Division: **Tom Billingsley,** sup't sec'ty, Bakersfield. *Assistants:* **Lucille St. Louis,** Fresno; **E. W. Smith,** Bakersfield roundhouse; **N. W. Tommer,** Mojave; **Leila Pyle,** Bakersfield.

Los Angeles Division: **Walter S. Olson,** sup't sec'ty, Los Angeles. *Assistants:* **Jas. B. Steele,** Taylor Roundhouse; **Max M. Damon,** L. A. Freight Station; **Chas. Lewis** and **K. P. Ginn,** SP Club.

Tucson Division: **Leroy Magers,** ass't chief clerk, Tucson. *Assistants:* **Mike Quihuis,** Tucson; **Eddie Anaya,** Yuma; **D. B. Dorsey,** Phoenix; **H. C. Collier,** Gila; **Max Richards,** Globe.

Rio Grande Division: **Robt. R. Hall,** payroll voucher clerk, El Paso. *Assistants:* **R. U. McLean,** El Paso; **L. B. Armstrong,** Tucumcari; **R. D. Robin,** Deming; **Geo. Ferguson,** Douglas; **J. S. Stearn,** Carrizozo.

Shasta Division: **W. L. Minor,** Dunsmuir. *Assistant:* **Harvey Teal,** Klamath Falls.

Stores Dept.: **Jack Griffin,** Gen'l Storekeeper's Office, S. F. *Assistants:* **H. V. Overmire,** Sacramento; **F. M. Connett,** West Oakland; **F. J. O'Donnell,** Los Angeles; **E. E. Cummings,** El Paso; **C. S. Boroughs,** Ireland; **W. P. Beall,** West Oakland.

Sacramento Gen'l Shops: **Fred Moseley, O. E. Chappell, P. B. Miller, W. J. Lambert, Edw. A. Cecchettini, R. R. Johnson, Wm. Avila.**

Los Angeles Gen'l Shops: **Carl G. Randall.**

El Paso Gen'l Shops: **G. H. Zierath,** general clerk.

Telegraph Dept.: Miss **"Pat" Dowd,** general clerk, San Francisco. *Assistants:* **Evelyn Cutter,** "BD", San Francisco; **C. E. Welsh,** "UN", Tucson; **Fern Liston,** "HU". Los Angeles; **J. K. Brent,** "H", Sacramento; **J. W. Clark,** "SW", El Paso; **L. V. Hawkins,** "DW", Portland.

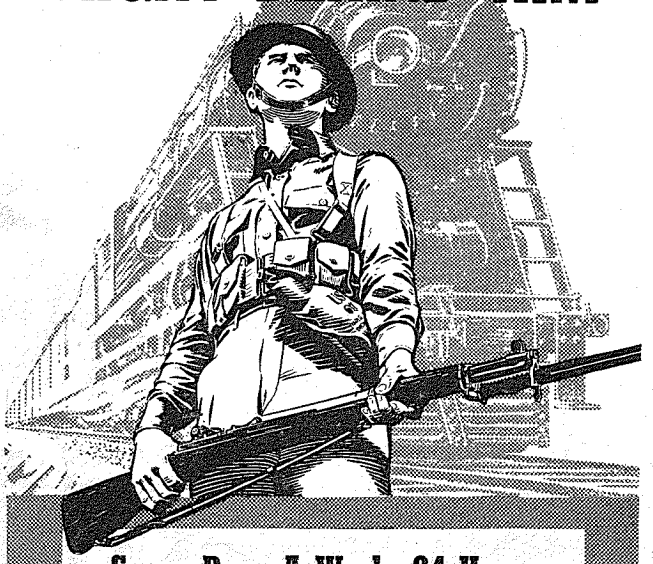
Traffic Dept.: **Dorothy Ferle Johnson,** Gen'l Freight, S. F.; **I. R. Jarman,** Gen'l Pass., S. F.; **Paul Streight,** Gen'l Freight, Portland; **Chas. Mulks,** Gen'l Freight, L. A.; **Chas. G. Shea,** Gen'l Pass., L. A.; **L. E. Helmer,** Dis. Pass., S. F.; **Al Walling,** Dis. Pass., Oakland; **Frank Wisdom,** Dis. Pass., L. A.; **E. D. Culp,** Seattle.

General Offices: **Norman Wiley,** Ass't Gen'l Auditor; **Lorraine Fralich,** Auditor Misc. Accounts; **Russell Knox,** Auditor Cap. Expenditures; **G. D. Frey,** Aud. Disbursements; **H. F. Woods,** Aud. Freight Accts.; **Phil Herrmann,** Aud. Pass. Accts.; **Everett Dial,** Central Timekeeping; **August Cheyrias,** Equipment Service; **Beth G. Parliman,** Law; **W. C. Allen,** Dining Car; **R. J. Dettling,** Chief Engineer; **W. J. Hayes,** Purchasing; **A. L. Frier,** Freight Claim; **Bert Ream,** Operating.

Pacific Motor Trucking: **C. D. Calkins,** San Francisco. *Assistants:* **E. R. Smith,** Portland; **O. M. Melsheimer,** Los Angeles; **Allen Hansen,** Tucson.

Pacific Fruit Express: **R. W. Rhoads,** San Francisco.

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